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COUNTRY Germany (Soviet) REPORT NO.

TOPIC Neuruppin Airfield.

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EVALUATION ☐ PLACE OBTAINED ☐ 25X1

DATE OF CONTENT 20 August to 6 September 1951

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DATE OBTAINED ☐ DATE PREPARED 9 October 1951REFERENCES ☐PAGES 2 ENCLOSURES (NO. & TYPE) ☐ 25X1

REMARKS

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1. Between 7:30 and 8:40 a.m. on 28 August 1951, 21 MiG-15s, 3 single-engine planes fitted with radio engines and 3 Po-2s were observed at Neuruppin airfield. Eight MiG-15s had auxiliary fuel tanks under their wings. ☐

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☐ There was no flying.

2. On 29 August, 12 MiG-15s were observed at the field. Between 9:24 and 9:26 a.m., eight MiG-15s, fitted with auxiliary fuel tanks, took off in good weather heading east at a high altitude. At 10:10 a.m., a formation of nine jet bombers flew over the field at a high altitude heading northwest. Eight MiG-15s which had escorted the bomber formation landed individually at the field between 10:15 and 10:16 a.m. There was no other flying during the day.

3. On 30 August, 10 MiG-15s, including the aircraft of the alert flight, were standing at the field. There was no flying. Sedans ☐ were parking opposite the main guard house. Trucks ☐ entered the field.

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4. On 31 August, 18 MiG-15s were observed at the field. There was no flying in spite of good weather. The alert planes were marked ☐

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5. On 1 and 2 September 1951, only the alert flight of four MiG-15s was observed. There was no flying and there were intermittent showers. At 5:50 a.m. on 3 September, no aircraft were seen at the field except the alert flight. At 5:55 a.m., the single-engine plane ☐ was started. Its engine was warmed up and the plane took off at 6:32 a.m. The plane landed again at 6:56 a.m. and refueled for three minutes from a tank truck and one man of the crew of two got out of the plane. Between 6:47 and 7:16 a.m., a single-engine plane fitted with a radial engine ☐ flow circles over the field without landing. Between 7:00 and 7:03 a.m., three bi-planes took off for the Bechlin auxiliary airfield where they practiced take-offs and landings until 4:40 p.m. (2) From 7:40 to 8:12 a.m., single-engine plane ☐ conducted what appeared to be radio controlled approaches. From 8:15 to 10:50 a.m., flying at the Bechlin auxiliary airfield was observed. After every third flight one man of the crew was replaced. ☐ this was initial pilot training. Sedan ☐ and tank truck ☐ were observed on the way to the auxiliary airfield. Subsequently ☐ returned to Neuruppin airfield where the following take-offs and landings were

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SECURITY INFORMATION

observed:

Time	Activities	Aircraft Type	
10:50 a.m.	take-off	Yak-11	25X1
11:25 a.m.	landing		25X1
11:40 a.m.	take-off	Yak-11	
12:04 p.m.	landing		
12:19 p.m.	take-off		
12:43 p.m.	landing		
1:36 p.m.	take-off		
2:04 p.m.	landing		
1:00 p.m.	take-off		
2:12 p.m.	landing		
2:18 p.m.	take-off		
2:36 p.m.	take-off		
3:22 p.m.	landing		
3:36 p.m.	landing		
3:52 p.m.	take-off		
4:38 p.m.	landing		

There was no further flying prior to 6 p.m. During the day, there was a 10/10 degree of cloudiness and visibility was slightly impeded by ground haze.

6. On 4 September, there was a thick ground fog which lifted about 11:30 a.m. The visibility then was good and the cloud base was at a high altitude. At 5:40 a.m., the engine of a MiG-15 plane was started for about 10 minutes. At 12:10 p.m., nine jet bombers heading southwest flew over the field at an altitude of about 3,000 meters. At 1 p.m., a biplane [redacted] with three horizontal white stripes in the upper portion of the rudder assembly flew over the field at an altitude of about 150 meters heading south. At 1:30 p.m., the engine of a single-engine plane with radial engine [redacted] was started and took off at 1:55 p.m. with a crew of two. The plane climbed to a great altitude, again approached the field, extended its landing gear but when reaching the border of the field climbed again to an altitude of 3,000 to 4,000 meters. This manoeuvre was repeated several times. The same plane took off again at 3:21 p.m., and before landing at 4:31 p.m. performed the same flights for which it had taken off at 1:55 p.m. Afterward the plane refueled for five minutes from a tank truck and one man of the crew was apparently replaced. The same flights were performed by plane [redacted] between 4:55 and 6:12 p.m. [redacted] At 7:50 p.m., it was observed that a formation of four MiG-15s with their position lights burning flew over the field. It could not be determined whether they were stationed at the field. (3)

7. At 1:30 p.m. on 6 September, jet plane [redacted] was seen landing at the field. Trucks [redacted] were observed. 25X1

25X1 [redacted] Comment.

- (1) [redacted] 25X1
- (2) Bochlin auxiliary airfield is about 5 km southwest of Neuruppin airfield.
- (3) The report confirms the occupation of the field by MiG-15s, some Yak-11s and Po-2s. A fighter regiment is believed to be stationed at the field.

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